

### SECTION 2-2

#### PROJECT PLAN SHEET SPECIFIC DATA AND EXAMPLES

##### 2-2.1 Introduction

The example plan sheets contained in this Section 2-2 were obtained from several different sources. The examples were selected from multiple projects to show the engineer how to present design information on a final set of project plans. Explanatory notes on the preparation of the various plan sheets are included on the examples, and in most instances are outlined. Final project plans are used by prospective bidders to prepare bids, by successful bidders to construct projects, and by engineers to inspect the work.

Refer to Section 2-1 of this manual for general guidelines and standards for the preparation of project plans.

##### 2-2.2 Title Sheets

###### General

The first sheet of the project plan set is the title sheet. The border for the appropriate title sheet is available in the Caltrans English CADD Cell Library and shall be used. See Section 2-1.5 of this manual.

For projects developed by Caltrans personnel, the title sheet of the project shall be prepared by the district, except projects consisting entirely of bridge, building, or other transportation related structures work (no road plans.) Where only structure-related plans are required for the project plan set, the responsible unit in the Office of Structure Design shall prepare the title sheet.

Title sheets for city or county projects involving federal funding are usually prepared by the respective city or county and shall conform to the requirements outlined in this section.

The title sheet should be a neat, clear, and concise presentation of the project. Compared to other sheets of the plans, the title sheet, by itself, is distributed to more people and may be used for press releases, public hearings, updating maps, and locating project work by out-of-state contractors.

The "Checklist for Title Sheets" contained elsewhere in this section lists the various elements included on the title sheet.

Additional title sheet elements to be included after PS&E submittal to DES-OE or on AADD projects consist of:

- an index of plans (all sheets in the project plan set, including applicable new and revised standard plans); group sheets by type,
- sheet numbers and total sheets,
- project federal funding identification number, if federal funds involved.

The information on the title sheet shall be limited to that identified in the previous paragraph and the "Checklist for Title Sheets." Features such as typical cross sections, construction details, drainage details, construction area signs, and quantity summaries shall not be shown on the title sheet. The predominant type of work to be performed on the project (widening, surfacing, etc.) should not be identified by either labeling or symbol. The type of work is described in the project special provisions. The type of work may be added to the title sheet as part of the As-Built change process.

No more than one sheet shall be used to present necessary title sheet information for any one project, unless a table is needed for locations of construction and no room is available on the title sheet. When this condition exists, the listing of locations of construction is to be shown on a separate sheet. See "Locations of Construction" within this section for additional instructions.

### Strip Map

The strip map should be a convenient size which best fits within the title sheet border. The strip map does not need to be at a specific scale and should be identified as "No Scale." Layouts, as described elsewhere in this manual, shall not be used as a strip map on the title sheet. The coverage of the strip map should include the area within the right of way of each route where construction is to take place and the area immediately adjacent to the right of way necessary for proper orientation.

Title sheets from prior projects, USGS quadrangle maps, and the Department's road system (county road) maps are good sources for the information required as the base for the strip maps. Do not use AAA maps or Thomas Brothers Guide mapping because of copyright laws. District post mile maps are unsuitable and shall not be used.

In those cases where a transportation corridor is constructed in a number of adjacent projects, consideration should be given to the preparation of an overall strip map of the corridor. A portion of this overall strip map should be used for the appropriate project. Since each project is unique, the size of a strip map should only show slightly more than the limits required for each specific project.

The strip map should show, as applicable to the project:

- city limit lines, county lines, state and international boundaries,
- existing streets, public roads and highways,
- railroads, canals, rivers, lakes, dams, bridges, parks, and prominent geographic features, (these items shown for orientation purposes),
- township, range and section lines in rural areas, only where needed to show right of way ownership,
- special topographical features such as transmission lines and aqueducts,
- major improvements such as courthouses, post offices, hospitals, schools, large industrial sites, and other private facilities only when they have a direct effect on the project and will be referred to in the project special provisions,
- names of roads or other features referred to in the project description, the project special provisions, and other contract-related documents,
- highways of major importance should show destinations at map edges,
- physical features labeled with their official titles.

A heavy solid line should be used to designate the limits of construction for each roadway, ramp, connector, crossroad, frontage roads, etc. involved in constructing the project.

The alignment of the route or routes where construction is to be performed shall be stationed at intervals of 50, 20, or 10 stations depending upon the size of the strip map. Station equations and post mile equations (with a numerical difference of a 0.1 mile or more) within the limits of construction shall be shown.

Where the alignment of the main route intersects the alignment of other state routes, the station and post mile equations at the intersection of routes should also be shown.

Post mile equations, within the limits of construction, which reflect a change in prefix only, need not be shown (i.e. R32.2 where "R" indicates realignment of a route). Post mile prefixes and their use are as follows:

C-commercial lanes

D-duplicate post mile at meandering county lines

G-reposting duplicate post mile at the end of a route

H-realignment of D mileage

R-first realignment

M-realignment of R mileage

N-realignment of M mileage

L-overlap post mile

S-spur

T-temporary connection

The "Highway Sequence Listing" formerly referred to as "California State Highway Log" and the "California Log of Bridges on State Highways" should be used to identify post mile of reference points used in a project. The "Highway Sequence Listing" is available at this website:

<http://onramp.dot.ca.gov/hq/traffops/otrafasaf/tasas/Highway%20Information/sequence.htm>

The "California Log of Bridges on State Highways" is available at this website:

<http://www.dot.ca.gov/hq/structur/strmaint/brlog2.htm>

Structures shall be shown by symbol and identified by name and type. The various types of structures are: overcrossing, undercrossing, separation, viaduct, bridge, underpass, overhead, and a combination of bridge and

overhead. See Figure 62.2 of the Highway Design manual for a depiction of the various types of structures.

The structure number shall only be included with the structure name and type of structure when construction or work is to be performed on the structure as part of the overall project. The actual structure plans shall be prepared or coordinated by the Office of Structure Design. On complex projects with construction on multiple structures, the structures can be denoted on the strip map by a numerical reference. Where this occurs, the structures are to be listed together with the numerical reference and corresponding structure names and structure numbers. Refer to the Bridge Design Details Manual for information on developing structure plans.

Limits of construction and limits of work shown on the strip map shall conform to the instructions under the subheading "Project Limits of Construction and Work" within this Section 2-2.2.

### State Location Map

The county or counties in which the project is located shall be indicated on the State location map as shown on the sheet entitled "Title Sheet Location Map Examples," of this manual. The State location map is part of the title sheet border.

### Index of Plans

The district shall not complete the index of plans (formerly identified as index of sheets) on the title sheet for projects that are not Authority to Advertise District Delegated (AADD). For non-AADD projects, DES-OE will add the index of plans to the title sheet prior to advertisement. For AADD projects, the district must complete the index of plans.

### Listing of Standard Plans

The list of project applicable standard plans, revised standard plans and new standard plans must be included in the project special provisions.

### Signature and Registration Information

The signature and registration information shall be added to the title sheet as provided in Section 2-1.6 of this manual.

### Project Identification Block

The project identification information shall be added to the title sheet as provided in Section 2-1.7 of this manual.

### Title Sheet Header

The title sheet header precedes the project description on the title sheet. The header begins with the phrase "PROJECT PLANS FOR" and continues with a descriptor indicating the type of facility involved and whether construction, building construction, etc. is to be performed.

The most common descriptors are:

- CONSTRUCTION ON STATE HIGHWAY
- BUILDING CONSTRUCTION ON STATE HIGHWAY
- BUILDING CONSTRUCTION
- CONSTRUCTION ADJACENT TO STATE HIGHWAY
- CONSTRUCTION ON AND ADJACENT TO STATE HIGHWAY

Additional descriptors are:

- CONSTRUCTION ON CITY STREET
- CONSTRUCTION ON COUNTY ROAD
- CONSTRUCTION ON COUNTY HIGHWAY

DES-OE should be consulted when a project requires a descriptor not shown above.

### Project Descriptions

The project description, as described within this section, must be included on the title sheet before submittal to DES-OE.

#### (a) General

The project description contains the following, with the exceptions described herein:

1. A listing of the county or counties where the project is located,
2. A listing of the city or town where the project is located, except as provided herein,
3. The begin and end points of construction or the locations of construction.
  - a. If a strip map is used for the title sheet, the project description shall describe the begin and end points of construction shown on the strip map.
  - b. The begin and end points designated in the project description shall be referenced to the nearest existing identifiable point such as, a road, street, or bridge. State and county lines are also acceptable references since they are posted on the ground. Since city limits may change, a specific tie to a city limit should not be used. The referenced identifiable point shall be shown and labeled. The "Highway Sequence Listing" formerly referred to as "California State Highway Log" and the "California Log of Bridges on State Highways" should be used to identify post mile of reference points used in the project description. The "Highway Sequence Listing" is available at this website:

<http://onramp.dot.ca.gov/hq/traffops/otrafsaf/tasas/Highway%20Information/sequence.htm>

The "California Log of Bridges on State Highways" is available at this website:

<http://www.dot.ca.gov/hq/structur/strmaint/brlog2.htm>

- c. Distance references to identifiable points shall be stated in increments of 0.1 mile. If a distance reference tie is 1.0 mile or less, use the term "mile," if a reference tie is 1.1 miles or greater, use the term "miles."
4. When referring to an identifiable point, use the full name descriptions (example: "SANTA ANA RIVER BRIDGE," "NORMANDIE AVENUE OVERCROSSING," etc.).
5. Do not use abbreviations in the project description.
6. Do not use punctuation marks, except commas, when the listing of three or more counties or cities are in the project description.

7. Do not use "Interchange" in the project description (example: Use "ROUTE 710/405 SEPARATION," not "ROUTE 710/405 INTERCHANGE"). Do not use "Junction" or "Intersection" to describe the intersection of highways, except in those rare instances where a break in the route creates two separate intersections of a highway with another highway. In these instances, the intersection points may be described (example: "NORTH JUNCTION ROUTE 79," etc.).
8. Do not use freeway names, such as "Golden State Freeway," in the project description.
9. Use structure numbers only if there may be some confusion as to which structure is referred to (example: bridges crossing the same waterway with the same name but different numbers).

### **(b) Listing County or Counties Where the Project is Located**

1. List the county or counties where the project is located as the first part of the project description (example: "IN SHASTA COUNTY"). If the project is in two or more counties list all counties involved (example: "IN SANTA CLARA AND SANTA CRUZ COUNTIES").
2. The listing of a county or counties in the project description is based on the "limits of construction" not the "limits of work."

### **(c) Listing City or Town Where the Project is Located**

List the city or town where the project is located as the next part of the project description, except as described in Subsection 7 herein.

1. If the project is entirely within the city limits of an incorporated city, use the term "in" (example: "IN OAKLAND"). Check in the front of the current THOMAS BROTHERS guide under "CITIES AND COMMUNITIES INDEX" or go to this web address to determine if the city is incorporated:

<http://www.answers.com/topic/list-of-cities-in-california>

2. If the project is both inside and outside the city limits of an incorporated city, use the phrase "in and near" (example: "IN AND NEAR OAKLAND").
3. When the project is at an unincorporated city, town or name place, use the term "at" not "in" (example: "AT KRAMER"). Check in the front of the current THOMAS BROTHERS guide under "CITIES AND COMMUNITIES INDEX" or go to this web address to determine if the city or town is unincorporated:

<http://www.answers.com/topic/list-of-cities-places-and-neighborhoods-in-california>

4. If the project is not within a town or city, make reference to the nearest city or town shown on the current State highway or county road map that is on the route where construction is to take place. Use the term "near" (example: "NEAR GILROY").

5. If the project location is more than five miles from a city or town, use the term "about" and a distance (example: "ABOUT 8 MILES WEST OF TURLOCK").
6. When referring to a city, do not use the phrase "the city of" except in the case of "IN THE CITY AND COUNTY OF SAN FRANCISCO" specifically.
7. Omit city or town names from the project description if:
  - a. The project consists of three or more locations on the same route and the construction locations cover a lengthy section of highway (greater than six miles), or
  - b. The project consists of three or more locations spread over two or more routes or two or more counties.

### (d) Project Construction is on One Route

Where the project is only on one route, the route designation is not listed in the project description and the following applies:

1. If the project is on one route with a continuous length of construction which is 0.2 mile or greater, describe the begin and end points of construction by using the "From...To..." format.

Example:

**IN LOS ANGELES COUNTY  
NEAR NEWHALL FROM 0.1 MILE SOUTH OF  
WELDON CANYON OVERCROSSING TO 0.3 MILE NORTH  
OF CALGROVE BOULEVARD UNDERCROSSING**

2. If the project consists of two locations on one route (with individual lengths of construction greater than 0.2 mile), describe begin and end points of construction for each location using the "From... To..." format. The distance between the end point of construction of the first location and the begin point of construction of the second location is to be greater than 0.2 mile when using this type of project description. (If the gap distance between locations of construction is less than 0.2 mile, use the "From... To..." format to describe the begin point of the first location as the begin point of construction and the end of the last location as the end point of construction).

Example:

**IN LOS ANGELES COUNTY  
NEAR NEWHALL FROM 0.1 MILE SOUTH TO 0.3 MILE NORTH OF  
WELDON CANYON OVERCROSSING AND FROM 0.4 MILE SOUTH  
TO 0.3 MILE NORTH OF CALGROVE BOULEVARD UNDERCROSSING**



3. If the project consists of two locations on one route with one construction location greater than 0.2 mile and one construction location less than 0.2 mile, describe begin and end points of construction for the location greater than 0.2 mile in length by using the "From... To..." format, describe the location less than 0.2 mile in length by using a spot location description "At..."

Example:

**IN LOS ANGELES COUNTY  
NEAR NEWHALL FROM 0.1 MILE SOUTH TO 0.3 MILE NORTH  
OF WELDON CANYON OVERCROSSING AND  
AT CALGROVE BOULEVARD UNDERCROSSING**

4. If the project consists of two locations on one route (with individual lengths of construction less than 0.2 mile), describe the locations by using two spot location descriptions "At..." and "At..."

Example:

**IN FRESNO COUNTY  
IN FRESNO AT BIOLA JUNCTION OVERHEAD  
AND AT HERNDON CANAL BRIDGE**

5. If the project consists of one location on one route (with length of construction less than 0.2 mile), a point description is appropriate.

Example:

**IN MENDOCINO COUNTY  
NEAR MENDOCINO  
AT BIG RIVER BRIDGE**

6. If the project consists of one or more locations within 0.6 mile radius of the center of a route separation, use a spot location description.

Example:

**IN LOS ANGELES COUNTY  
IN LOS ANGELES AT ROUTE 5/118 SEPARATION**



7. If the project consists of three or more locations on the same route, describe the begin point of the first location as the begin point of construction and the end of the last location as the end point of construction. The phrase "AT VARIOUS LOCATIONS" shall be used prior to describing the begin and end points of construction.

Example:

**IN LOS ANGELES COUNTY NEAR NEWHALL  
AT VARIOUS LOCATIONS FROM 0.1 MILE SOUTH OF  
WELDON CANYON OVERCROSSING TO 0.3 MILE NORTH  
OF CALGROVE BOULEVARD UNDERCROSSING**

#### (e) Project Construction is on Two Routes

Where the project is on two routes, the route designations are listed in the project description and the following applies:

1. If the individual length of construction on each of the two routes is 0.2 mile or greater, indicate the corresponding route designation before the begin and end points of construction for each of the two locations.

Example:

**IN SAN DIEGO COUNTY IN EL CAJON  
ON ROUTE 8 FROM 0.3 MILE WEST OF MOLLISON  
AVENUE UNDERCROSSING TO MOLLISON AVENUE  
UNDERCROSSING AND ON ROUTE 67 FROM 0.2 MILE  
TO 0.5 MILE NORTH OF ROUTE 67/8 SEPARATION**

2. If the length of construction on one route is 0.2 mile or greater and the length of construction on the other route is less than 0.2 mile, indicate the corresponding route designation before describing the begin and end points of construction for the location greater than 0.2 mile in length by using the "From...To..." format and indicate the corresponding route designation before describing the location less than 0.2 mile in length by using a spot location description "At."

Example:

**IN SAN DIEGO COUNTY IN EL CAJON  
ON ROUTE 8 FROM 0.3 MILE WEST OF MOLLISON AVENUE  
UNDERCROSSING TO MOLLISON AVENUE UNDERCROSSING  
AND ON ROUTE 67 AT BROADWAY UNDERCROSSING**

3. If the individual length of construction on each of the two routes is less than 0.2 mile, indicate the corresponding route designation before each of the two spot locations.

Example:

**IN SAN DIEGO COUNTY IN EL CAJON  
ON ROUTE 8 AT MOLLISON AVENUE UNDERCROSSING  
AND ON ROUTE 67 AT BROADWAY UNDERCROSSING**

**(f) Project Construction is at Three or More Locations on Two or More Routes or at Three or More Locations in Two or More Counties**

Where the project consists of three or more locations spread over two or more routes or two or more counties, the route designations are not listed in the project description. Use the phrase "AT VARIOUS LOCATIONS" for the project limits following the reference to the counties. Counties, in which the project is located, are listed in alphabetical order. Omit city or town names from the project description. Refer to "Project Construction is at Three or More Locations on Two or More Routes or at Three or More Locations in Two or More Counties" in Section 2-1.7 for additional instructions.

Example of project description where the project consists of three or more locations in two counties:

**IN SANTA CLARA AND SANTA CRUZ COUNTIES  
AT VARIOUS LOCATIONS**

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### Project Limits of Construction and Work

Project limits of construction and work shall be shown on the title sheet for the route or routes involved, except for the following project types:

- Building construction project
- Project consisting of three or more locations on two or more routes
- Project consisting of three or more locations in two or more counties
- Project at a spot location

#### *Limits of Construction*

The identified limits of construction shall be the physical limits of the predominant type of construction to be performed on the individual project. This construction is that which will remain in place at the completion of the contract. Some examples of what could be the predominant type of construction on a project are:

- New highway alignment
- Widening existing highway (adding new traffic lane(s) or shoulder)
- Reconstruction of the existing pavement structure (structural section)
- New surfacing over existing pavement
- Grinding or grooving of existing pavement
- New median barrier

Some additional examples of what could be the predominant type of construction on a project are:

- Sound walls
- Retaining walls
- Highway planting and irrigation systems
- Electrical systems, etc.

The begin and end points of construction shall be:

- Shown whenever there is a distance of 0.2 mile or more between the begin and end points of construction
- Referenced by post mile and station, where the construction is identified on the layout sheets by stationing
- Referenced only by post mile, where construction is only identified by post miles

Post miles shall be shown in increments of 0.1 mile.

The post mile values shown in the upper right corner of the title sheet shall be the post mile values of the begin and end points of construction. If the construction to be performed is at a spot location (less than 0.2 mile), a single post mile value shall be used and such construction shall be identified as shown on the title sheet examples.

#### *Limits of Work*

The limits of work shown on the title sheet for the route or routes involved shall include the temporary work to be performed in advance of and beyond the identified limits of begin and end of construction. This work, such as lane closures and advance construction area signing (i.e. the first "ROAD WORK AHEAD" sign), will not remain in place at the completion of the contract.

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Begin and end points of work shall be:

- Referenced by station, where the construction and work is identified on the layout sheets by stationing
- Referenced only by post mile, where construction is only identified by post miles (post miles shall be shown in increments of 0.1 mile)

Do not use wording such as "1000 feet beyond End of Construction" to define work limits.

### *General*

If construction is to be performed on cross roads or streets that intersect or are adjacent to the construction on the state route or routes, the begin and end points of construction on these roads or streets shall be identified as "limits of work."

The work involved in the installation of construction area signs at intersecting cross roads or on streets adjacent to the route or routes on which construction is to be performed shall not be reflected in the described project limits of construction or work.

Detours to divert traffic to alternate routes to reduce traffic delays within the limits of project construction, including placement of traffic advisory or other informational signs well beyond the limits of the project, shall not be reflected in the identified limits of project construction or work nor shall these signs be shown on the title sheet. Traffic advisory or other informational signs used on the project for transportation management are to be shown on the motorist information project plan sheets (see Section 2-2.15).

Certain types of projects, such as resurfacing, or seal coat, generally will not require stationing to be shown on layout sheets to identify the limits of construction or work. For these types of

projects, the begin and end points of construction and the begin and end points of work should be shown by post mile only.

Where construction on a route is to be performed in adjacent separate projects, the limits of construction and associated project descriptions for the adjacent projects shall not overlap. To minimize description overlaps, construction involved in transitioning from the alignment of new traffic lanes to the existing alignment of traffic lanes (example: transition traffic striping or temporary route connection construction) may be included within the identified limits of work instead of the identified limits of construction. Limits of construction on adjacent projects can not overlap, but limits of work can.

Other plan sheets (layouts, drainage plans, etc.) should not show construction of a permanent nature beyond the begin and end points of construction shown on the title sheet.

Title sheets shall be oriented so that stationing progresses from left to right. On projects where stationing is in the opposite direction from post miles, the title sheet strip map is to be shown with stationing increasing from left to right to orient the strip map the same as the plan sheets. However, the project description, begin and end of construction, and begin and end of work shall be in order of post miles.

Project limits shown on the title sheet for the following project types shall conform to the respective title sheet examples included in this manual:

- Building construction project
- Project consisting of three or more locations on two or more routes
- Project consisting of three or more locations in two or more counties
- Project at a spot location

### Locations of Construction

Where the project consists of three or more locations on two or more routes or three or more locations in two or more counties, and the phrase "AT VARIOUS LOCATIONS" is used to describe the project limits of construction, a table with a heading of "Locations of Construction" shall be included.

The "Locations of Construction" table is to be placed on the title sheet when sufficient space is available. If the number of locations exceeds the number that can be identified within a table on the title sheet, (typically more than 15 locations), the table of all of the locations of construction shall be placed on a separate sheet called "Locations of Construction." This sheet shall immediately follow the title sheet. When the "Locations of Construction" sheet is used, a note is to be placed on the title sheet directing attention to the added sheet. Example: "The table of locations of construction is shown on the Locations of Construction sheet."

Regardless of which sheet the "Locations of Construction" table is placed on, it shall list all of the project construction location numbers and associated counties, routes, post miles; and where applicable, bridge number, direction of travel, etc.

### CHECKLIST FOR TITLE SHEET

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|---|--|
| <p><input type="checkbox"/> Dist, county and route (upper right corner of sheet) TX=8.75, FT=3, WT=2, LV=10. For building work, use location code in space usually reserved for route number. There is a special border sheet for building work called AC = BTITLE</p> <p><input type="checkbox"/> Post mile (upper right corner of sheet) TX=8.75, FT=3, WT=2, LV=10</p> <p><input type="checkbox"/> County or counties in which project is located shown on the small-scale State location map</p> <p><input type="checkbox"/> Location arrow on State map (upper right corner of sheet) AC=LOCARR, LV=10</p> <p><input type="checkbox"/> Standard north arrow AC=NARR, LV=10</p> <p><input type="checkbox"/> Contract No. 00-000004 (lower right corner of sheet) TX=12, FT=43, WT=0, LV=10</p> <p><input type="checkbox"/> CU No. and EA No. (lower right corner of sheet) TX=7, FT=3, WT=1, LV=10</p> <p><input type="checkbox"/> "NO SCALE" TX=8.75, FT=3, WT=2, LV=60</p> <p><input type="checkbox"/> Signature only included on Level 63. Date of signature and current registration seal information included on Level 10, (lower right corner of sheet). Drafting reviewers will attach signatures when project goes to PS&amp;E. Text height should be 7, but the width can be squeezed to fit the area using element selection. If both names are long, the first name can be above the last name. FT=3, WT=1</p> | <p><input type="checkbox"/> Information inserted in project development name block spaces in left margin of sheet. See Figures 2-6 and 2-7 in Section 2-1.6 of this manual for additional instructions.</p> <p><input type="checkbox"/> Project description – TX=14.5, FT=43, WT=0, LV=10. No abbreviations allowed</p> <p><input type="checkbox"/> Strip map of the project (Except for a project consisting of three or more locations on two or more routes or a project consisting of three or more locations in two or more counties which do not require greater detail on the title sheet. County mapping, with involved routes identified, are typically used for these projects, see "Title Sheet Examples")</p> <p><input type="checkbox"/> Identify all routes shown on the strip map. Do not use route shields. The following typically applies to route identification where work is being performed: TX=8.75, FT=3, WT=2, LV=60 – On routes where no work is being performed, the following may apply: TX=7, FT=3, WT=1, LV=60</p> <p><input type="checkbox"/> Stationing and equations (where the construction and work is identified on the layout sheets by stationing)</p> <p><input type="checkbox"/> BEGIN AND END CONSTRUCTION (identify by post mile and station), TX=12, FT=43, WT=0, LV=60, ALL UPPER CASE. Except for the type of projects described within Section 2-2.2</p> |
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|--|--|
| <p><input type="checkbox"/> Begin and End Work (identify by station.) TX=10, FT=3, WT=2, LV=60, Upper and Lower Case</p> <p><input type="checkbox"/> Destination with arrow at strip map edges. Upper and Lower Case lettering. AC=T1ARR (e.g., To Los Angeles→)</p> <p><input type="checkbox"/> City/county/state/international boundary limits, as well as TERO – Indian reservation land boundary</p> <p><input type="checkbox"/> Station and post mile equation at county lines where construction extends into another county</p> <p><input type="checkbox"/> Names of incorporated cities (ALL UPPER CASE) TX=10, FT=43, WT=0, LV=60. See instructions under the subheading "Project Descriptions" within this Section 2-2.2 to determine if a city is incorporated.</p> <p><input type="checkbox"/> Names of unincorporated areas (Upper and Lower Case Lettering) TX=10, FT=43, WT=0, LV=60. See instructions under the subheading "Project Descriptions" within this Section 2-2.2 to determine if a city or town is unincorporated.</p> <p><input type="checkbox"/> If a state (Nevada, Oregon or Arizona) or country (Mexico) appears on the title sheet, use: TX=11, FT=43, WT=0, LV=60</p> <p><input type="checkbox"/> Bridge shown by symbol</p> | <p><input type="checkbox"/> Name and type of bridge or other transportation related structure (e.g., Thomas Street Overcrossing or Undercrossing)</p> <p><input type="checkbox"/> Bridge numbers (if work is to be performed on bridge or other transportation related structure and plans prepared by Office of Structure Design are included)</p> <p><input type="checkbox"/> Street names – TX=7, FT=3, WT=1, LV=60. Make sure street names are shown where streets cross the project or where work is being performed. Identify all geographic features that appear in the project description such as streets, bridges, etc. Use abbreviations as shown in Standard Plans, but match the text case of the abbreviation to the name of the geographic feature</p> <p><input type="checkbox"/> Label names of waterways and bodies of water. <u>Waterways</u> (rivers, creeks, canals): Upper and Lower Case, TX=7, FT=3 at 25° slant, WT=1, LV=60. Bodies of water: <u>Lakes, Reservoirs, Ponds</u>: Upper and Lower Case, TX=7, FT=3 at 25° slant, WT=1, LV=60. <u>BAYS</u> – ALL UPPER CASE, TX=8.75, FT=3 at 25° slant, WT=2, LV=60. <u>OCEAN</u> – ALL UPPER CASE, TX=12, FT=3 at 25° slant, WT=2, LV=60</p> <p><input type="checkbox"/> Railroads shown and labeled for geographic references. Spell out railways in Upper and Lower Case. TX=7, FT=3, WT=2, LV=60. If project has railroad involvement, railroad clearance from right of way may be required</p> |
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#### CHECKLIST FOR TITLE SHEET

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- ☐ Mandatory material and disposal sites.  
(Use of mandatory sites to be avoided where possible) If the sites are not within project limits, include in Materials Handout and not on the title sheet
- ☐ Environmentally sensitive area (ESA) limits shown